

CLASSIFICATION ~~SECRET~~COUNTRY East Germany REPORTTOPIC Rechlin-Laerz Airfield

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT

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PAGES 5 ENCLOSURES (NO. & TYPE) REMARKS

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This is UNEVALUATED Information

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1. The following air activity and aircraft were observed at Rechlin-Laerz airfield between 18 July and 14 September 1955:

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18 July. At about 1400, individual jet fighters flying at intervals of several minutes, crossed over Mirow at altitudes between 200 and 300 meters.

19 July. Between 0800 and 1800, local flying was practiced by individual jet fighters.

25 July. From 0700 until about midnight, individual jet fighters flew over Mirow.

26 July. Between 0530 and 1900, there was local flying by jet fighters which flew at various intervals and at altitudes between 200 and 300 meters. At about 0600, a twin-engine aircraft came in for a landing.

1 August. Between 1000 and about midnight, local flying was practiced by jet fighters. At about 1500, a twin-engine aircraft took off heading east. At about 1530, a formation of 11 jet fighters was observed flying over Mirow, at an altitude of about 500 meters. There were irregular distances between the individual aircraft of the formation. At about 1600, a formation of 4 jet fighters crossed over Mirow, at an altitude of about 400 meters.

3 August. During the afternoon, about 30 aircraft were observed on the landing field, but the revetments could not be seen. A total of about 50 jet fighters were still believed to be stationed at the field. There was air activity.

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12 August. Individual local flights were made.

17 August. Between 1100 and 1300, individual jet fighters were seen flying over Mirow, at intervals of several minutes, and at

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an altitude of about 200 meters.

18 August. Between 1100 and 1300, there was intensive air activity by aircraft flying individually. During the afternoon the loud noise of engines, being run-up at the airfield could be heard a considerable distance.

23 August. Individual flights apparently by 4 or 5 aircraft were made throughout the day. The flight altitude ranged between 200 and 300 meters.

24 August. After 1400, several jet fighters were involved in flying individually over Mirow. At about 1600, 2 jet fighters landed on the landing field. A total of 48 jet fighters were observed on the field.

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Some of the aircraft were not marked by national emblems. Assembly and maintenance work was being done on jet fighters in front of the southwestern hangar. A wooden aircraft dummy without wings and rudder was seen south of kilometer marker 6.4 of Retzow-Vietzen road, about 20 meters behind the fence.

26 August. Between 1330 and 1800, individual flights were made. Between 2100 and 2245, there was night flying.

2 September. Between 0700 and 1200, individual flights were conducted by 2 or 3 jet fighters. Between 1200 and 1400, there was more intensive air activity by 6 or 7 aircraft. Between 1400 and 1700, individual flying was practiced by 2 jet fighters. At 1520, one Li-2 landed at the field.

6 September. Between 0700 and about midnight, local flights were made by individual jet fighters.

7 September. Between 0900 and 1300, a few individual flights were observed from a distance. Between 1300 and 1800, there was intensive air activity by 3 or 4 jet fighters.

8 September. Between 0800 and 1530, individual local flights were made. After 1530, there was more intensive air activity including formation flying by one flight at 1530 and 1700 and by a formation of 4 aircraft at 1600. The distances between the individual aircraft was 2 or 3 aircraft lengths. The aircraft flew over Mirow at altitudes between 800 and 1,000 meters. At 1650, 2 IL-28s crossed over Mirow at an altitude between 800 and 1,000 meters.

9 September. Between 0800 and 1900, individual flights were made by several jet fighters at altitudes between 300 and 500 meters. At about 1500, about 56 jet fighters, including those involved in local flying, were observed on the landing field. Two or 3 IL-28s were observed for the first time.

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10 September. Between 0900 and 1800, local flying was practiced by individual aircraft which took off at short intervals. No formation flights were made. At 0918, an IL-28 crossed over Mirow at an altitude of 300 meters. Later on, the aircraft headed toward Rechlin-Laerz airfield.

12 September. A few flights were made during the morning.

13 September. Between 0700 and 1900, individual jet fighters were seen flying near the airfield.

14 September. Between 0900 and 1900, local flying was practiced. Three or 4 aircraft were continuously aloft, in spite of a thunderstorm. ¹

2. The following air activity and aircraft were observed at Rechlin-Laerz airfield between 19 July and 13 August:

19 July. Between 0830 and 1800, individual local flights were made by jet fighters each of which remained aloft for about 10 minutes.

20 July. Between 0900 and 1630, there was local flying by individual aircraft. At 1800, a total of about 54 jet fighters were stationed at the field.

22 and 23 July. Individual local flights were made by jet fighters.

24 through 29 July. Individual aircraft made local flights of 10 to 15 minutes duration every day.

30 July. Between 0830 and 1600, individual jet fighters practiced local flying. At 1230, an element of 2 jet fighters was observed aloft.

1 August. Between 1700 and 1705, 20 jet fighters were seen flying in formation in the Rechlin-Laerz area, at an altitude of about 800 meters. There were 5 formations of 4 aircraft each. The distance and interval between the individual aircraft of a formation was one aircraft length and 2 wing spans respectively. At about 1715, 5 formations, of 4 aircraft each were seen flying in the vicinity of the field, at an altitude of about 300 meters. At about 1830, when air activity was discontinued, the total aircraft strength ~~of~~ about 60 jet fighters was observed. Two trucks were parked near the alert aircraft at the eastern end of the main runway. About 30 soldiers were also seen nearby.

2 and 3 August. There was local night flying from 2130 until after midnight. Four aircraft with set position lights were simultaneously aloft.

4 August. Between 1015 and 1430 and between 1530 and 1700, local individual flights of 5 minutes duration were made at intervals of about 10 minutes. The aircraft reached a flight altitude of up to about 2,500 meters.

5 August. Individual local flights were made throughout the day.

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6 August. It was inferred from the sounds of engines that only individual local flights were made from 0730 to 1530. The interval between the take-off and landing was about 6 minutes. Immediately after the landing, the next aircraft took off.

8 August. At about 0900, no air activity was observed. A total of about 49 jet fighters were seen on the field. A truck and about 15 soldiers were seen next to a 4 x 5 meter tent in the northeastern corner of the field. From 2100 until after midnight, there was intensive air activity by jet fighters, of which 4 were occasionally aloft at the same time.

9 August. Between 1100 and 1800, except for a break between 1430 and 1530, individual local flying was practiced by jet fighters.

11 August. At 1100, two formations of 4 aircraft each practiced flying over the field. The distance between the individual aircraft was 3 or 4 aircraft lengths and the interval 2 wing spans. The landings were made individually. Prior to 1430, and from 1530 to 1630, there was local flying by individual aircraft. At about 1800, approximately 55 jet fighters were seen on the landing field.

13 August. Between 0900 and 1400, individual local flights were made. At about 1330, there was a thunderstorm, but air activity was not discontinued. ¹

3. On 11 August, the Token-type radar set was still observed on Sprott Mountain. At about 1800, the set was not in operation. A radio mast was seen about 400 meters east of the western gap in the fence of the flying land, about 100 meters north of the runway. ²

4. Between 1 and 26 August, there was intensive air activity at the field by MiG-15s, MiG-17s, Li-2s and IL-28s. Almost every day, between 0400 and about 1600, and from nightfall until after midnight, flying was practiced. About 70 percent of the aircraft involved apparently belonged to Rechlin-Laerz airfield, while the remainder of these aircraft had come from other airfields. Air activity observed included, local flying at Rechlin-Laerz airfield and formation flying in elements of two, and formations of four aircraft at high altitudes, as well as firing by elements of two aircraft at towed sleeve targets. The aircraft of the individual elements simultaneously approached the sleeve target and crossed the course of the sleeve target in the rear from the right to the left side. Subsequently, the formation dispersed and the aircraft individually attacked the sleeve target from the left rear side, while firing bursts of fire of 7 or 8 rounds. After the attack, the aircraft assembled, while flying parallel to the towing plane. Individual stunt flights including bunts, recoveries and rolls were made; apparently in specific zones. ¹ It was noticed that the distances between the individual aircraft flying in formations were irregular and repeatedly changed. Since MiG-15s and MiG-17s were simultaneously aloft the following distinguishing features were definitely recognized on the MiG-17s:

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